

## Lots Of Amusements Planned For Fair

(Continued From Page One.)

- 3 P. M. Hawaiian Orchestra in songs and medleys of Hawaii.  
4 P. M. Legend of Old Hawaii.  
7 P. M. Grand Band Concert  
(Program to be arranged later)  
8 P. M. Grand Yamayama Dance  
(Under direction of F. A. Lufkin.)

Friday, December 1st, 1916

- 9 A. M. Grand School Children's Parade  
In charge of T. A. Dunn, with review at Civic Centre.  
10 A. M. Singing by the School Children—Drills—Exercises.  
12 M. Band Concert  
(Program to be announced later.)  
2 P. M. Field Sports  
(By the school children—Program later.)  
4 P. M. Exercises By Maui Boy Scouts  
(Program later.)  
7:30 P. M. Grand Japanese Lantern Parade  
Ending at Civic Centre.  
9 P. M. Address  
By Japanese Consul R. Moroi.  
9 P. M. Mrs. Jones' Moving Concert  
(About the streets of Wailuku.)  
9:30 P. M. Grand Band Concert  
(Program later.)

Saturday, December 2nd, 1916

- 9 A. M. Grand American Automobile Parade  
(In charge of H. M. Gesner.)  
All automobiles taking part in this event must bear American Colors, either flags, bunting, festooning etc.  
11 A. M. Grand Band Concert  
(Program later.)  
2 P. M. Hawaiian Orchestra.  
8 P. M. Ball of All Nations (Out-door) Fancy dress and en masque  
Showing different national dances, etc., etc.  
11 P. M. Grand Display of Fireworks.  
12 Midnight Closing Address  
By D. H. Case and J. H. Raymond.

### GENERAL INSTRUCTIONS TO SCHOOL EXHIBITORS.

Wm. McCluskey, Chairman ..... Wailuku  
Miss Mary E. Fleming ..... Hamakua  
F. W. Hardy ..... Makawao  
B. O. Wist ..... Lahaina  
Miss Lida Crickard ..... Wailuku  
F. A. Clowes ..... Lainauna

1. There will be seven classes of vocational and school exhibition work, viz—(A) Sewing. (B) Carpentry. (C) Agriculture. (D) Weaving. (E) Printing. (F) General School Work. (G) Domestic Science.

2. All schools are requested to contribute exhibits in as many classes as possible.

3. Duplicates are not desired. Do not send two identical pieces of workmanship unless they illustrate different problems.

4. Three prizes are to be awarded for each class of work or subdivision thereof. Thus, in sewing there will be a 1st, 2nd, and 3d prize for plain sewing and 1st, 2nd, and 3d prize for fancy needle-work.

5. These prizes are to consist of a gold medal on blue ribbon for first prize, a silver medal on a red ribbon for second prize, and a white ribbon for third prize, together with certificates awarded to the schools.

6. In judging, a first prize will be considered as three units, a second prize as two units, and a third prize as one unit.

7. The school receiving the greatest number of units for its class is to be awarded a silver cup.

8. The schools for the purpose of judging will be divided into five groups, viz—(a) One and two room schools; (b) Three and four room schools; (c) Five and six room schools; (d) Seven and eight room schools; (e) Schools with nine rooms and over. Thus, a school under the heading (b) will be judged twice as many units as a school under the heading (a), and a school under the heading (e) five times as many. Suppose that a school (a) receives one first prize, two second prizes, and one third prize, or eight points, while another (c) receives three first prizes, five second prizes, and two third prizes, or twenty-one units, the school (a) would win. This is done to avoid discrimination against the smaller schools.

9. The judges are to be appointed by the Executive Committee of the Maui Teachers' Association, with the indorsement of the Fair Committee.

10. The judges are to be unbiased persons. In awarding prizes they must consider nature of the work, principles involved, and the age and grade of pupils.

11. All school exhibits, properly crated and labeled, should be sent to "Maui Fair, Schools," Wailuku. They must be on hand on Wednesday, November 29.

12. A list of goods to be exhibited must be submitted to the Chairman of the Educational Committee, William McCluskey, upon request.

13. The Educational Committee of the Fair will have charge of the allotting of space to each school, each getting its area of floor and wall space according to the size and bulk of exhibit as determined from the submitted list.

14. The exhibits will be placed to the best possible advantage, and the crates stored.

15. Each school will be responsible for the re-crating and the re-labeling of its own exhibit not earlier than the afternoon of Saturday, December 2.

16. Properly crated and labeled, the Transportation Committee of the Fair will see to it that the exhibit is sent back to the school.

17. Exhibited goods may be sold at the Fair, or orders may be taken, but no goods may be removed from the exhibition quarters before noon of Saturday, December 2.

18. The Educational Committee will arrange for attendants at the exhibit.

19. Schools exhibiting are expected to have representatives present to assist in placing their own exhibits and in caring for the same, each assuming responsibility for its own exhibit.

### 20. CO-OPERATE.

### OUTLINE FOR EDUCATIONAL EXHIBIT.

#### Class A: Sewing.

- (1) Plain Sewing. (Dresses, Underclothes, etc., hand or machine made.)  
(2) Fancy Needle Work. (Embroidery, Lace, Crochet, Tatting, Drawn Work.)

#### Class B: Carpentry.

- (1) Rough Work. (See Vocational Instructor.)  
(2) Cabinet Work. (See Vocational Instructor.)

#### Class C: Agriculture.

- (1) Vegetables and Fruit.  
(2) Live Stock. (Poultry, Rabbits, Bees, etc., etc.)  
(3) Forage Plants.  
(4) Flowers, Trees, etc.

#### Class D: Weaving.

- (1) Lauhala, Coconut, Bamboo, Raffia, or Fibre. (Hats, Mats, Fans, etc.)  
(2) Loom Weaving.

#### Class E: Printing.

- (1) Printed Matter. (Regular Typesetting, Multigraph, or Mimeograph.)  
(2) Book Binding or other work relating to printing.

#### Class F: General School Work.

- (1) Primary Work. (Grades I to IV.)  
(2) Grammar Grade Work. (Grades V to VIII.)

#### Class G: Domestic Science.

- (1) Cooking. (Bread, Cakes, Pies, Preserves, etc., etc.)

Respectfully submitted,

WM. McCLUSKEY,

Chairman, Educational Committee.

### ORDINANCE NO. 38.

An Ordinance Establishing the grades and widths of certain streets and sidewalks in Wailuku in the County of Maui, Territory of Hawaii.

Be It Ordained by the Board of Supervisors for the County of Maui, Territory of Hawaii:

SECTION 1. That from and after the date upon which this Ordinance becomes effective the following shall be and are hereby established as the street lines and grades for Market Street in the Town of Wailuku, County of Maui, Territory of Hawaii:

CENTER LINE. Beginning at the center of the cross in the brass plate in the concrete monument at the intersection of Main and Market Streets, the coordinates of which referred to the U. S. C. & G. S. Station "Waiale" are

2717.36 Feet North,  
1783.05 Feet West.

and running by true azimuths:

- 1) 150 degrees, 31 minutes, 30 seconds, 653.77 feet, to the center mark of the monument at the intersection of Market and Vineyard Streets,  
2) 150 degrees, 31 minutes, 30 seconds, 444.90 feet, to the intersection of the center lines of Market and Mill Streets.

CURB LINES: 18.00 feet distant on either side of the center line and parallel thereto.

BUILDING LINES: 26.00 feet distant on either side of the center line and parallel thereto.

CURB GRADES: The curb elevation at any point is to be the same as that of the center line opposite the point, with the following exceptions:

From a point on the West curb opposite a point on the center line 545 feet from the Main Street monument, the West curb shall have a grade of 1.80 per cent to the South side of Vineyard Street.

From a point on the West curb opposite a point on the center line 130 feet from the Vineyard Street monument, the West curb shall have a grade of 0.40 per cent to the North side of Vineyard Street.

GUTTER GRADES: The elevation of the gutter at any point shall be 0.75 feet below that of the curb at the same point.

BUILDING LINE GRADES: The elevation of the sidewalk at any point on the building line shall be 0.10 feet above that of the curb.

#### SOUTH MARKET STREET.

CENTER GRADE: Beginning at the intersection of the center line of Main Street, at an elevation of 274.94 feet, thence at a grade of 3.03 per cent for 359 feet to the Wells Street monument at an elevation of 264.08 feet, thence on a grade of 1.76 per cent to the end of the street.

CURB GRADES: The curb elevation at any point is to be the same as that of the center line opposite the point.

GUTTER GRADES: The elevation of the gutter at any point shall be 0.50 feet below that of the center line opposite the point.

BUILDING LINE GRADES: The elevation of the sidewalk at any point on the building line shall be 0.083 feet above that of the center line opposite the point.

#### SOUTH MARKET STREET.

CENTER LINE: Beginning at a point on the center line of Main Street 70 degrees, 10 minutes Azimuth 8.29 feet from the monument at the intersection of Main and Market Streets, and running by true azimuths:

- 1) 345 degrees, 37 minutes, 00 seconds, 359.00 feet, to the monument at the intersection of Market and Wells Streets,  
2) 345 degrees, 37 minutes, 00 seconds, 354.00 feet to the end of the street.

CURB LINES: 12.50 feet distant on either side of the center line and parallel thereto.

BUILDING LINES: 16.50 feet distant on either side of the center line and parallel thereto.

The official grades are to be as follows: all elevations being above mean lower low water at Kahului as determined by the U. S. E. D.

#### NORTH MARKET STREET.

CENTER GRADE: Beginning at the monument at the intersection of Main and Market Street at an elevation of 274.61 feet, thence on a grade of 3.00 per cent for 55 feet to an elevation of 276.26 feet, thence on a grade of 1.28 per cent to Vineyard Street monument at an elevation of 284.30 feet, thence on a grade of 0.65 per cent for 130 feet to an elevation of 285.15 feet, thence on a grade of 0.40 per cent for 30 feet to an elevation of 285.93 feet, thence on a grade of 2.40 per cent for feet to an elevation of 283.53 feet. Thence on a grade of 5.91 per cent to the intersection of Mill Street (as described for the center line) at an elevation of 271.69 feet.

SECTION II. Any and all sidewalks along said Market Street and any and all improvements and alterations to such street or sidewalks shall conform to the lines, grades and widths of such street and sidewalks as hereinabove established.

SECTION III. This Ordinance shall become effective upon a true copy thereof being posted on a bulletin board in front of or near the room occupied by the Board of Supervisors and after the publication of a true copy thereof in one issue of two newspapers of general circulation published at Wailuku, Maui, Territory of Hawaii.

Dated the 9th day of September, 1916.

Board of Supervisors for the County of Maui, Territory of Hawaii.

By (Sgd.) S. E. KALAMA,

Chairman and Executive Officer.

Attest:

(Sgd.) Wm. FRED KAAE,

Clerk.

I hereby certify that the foregoing ordinance upon consideration had and vote taken was passed by the Board of Supervisors of the County of Maui on the 9th day of September, 1916 at the regular session of said board, and that on the 12th day of September, 1916 a true copy thereof was posted upon a bulletin board in front of the room occupied by the Board of Supervisors and that a true copy thereof was published one time in the Maui News and Weekly Times newspapers of general circulation, published at Wailuku, Maui Territory of Hawaii, said publication being made on the 15th and 14th day of September 1916.

(Sgd.) Wm. FRED KAAE,

County Clerk and Clerk of the Board of Supervisors, County of Maui, T. H.

### NOTICE OF HEARING

TO MARY DO REGO, ANTONIO DO REGO, CAROLINA J. MONIZ, WAILUKU SUGAR CO., LTD., MRS. RODRIGUES, W. T. ROBINSON, and to all others having or claiming to have an interest in the property affected hereby:

NOTICE is hereby given that at the regular meeting of the Board of Supervisors for the County of Maui, on Friday, October 13th, 1916, at 10:00 o'clock of said date, hearing will be had upon the petition of certain inhabitants of the County of Maui, taxable therein, asking that Wells Street in the town of Wailuku, County of Maui, be opened, laid out and established from the present upper end of said Wells Street through to the road leading to the armory from High Street in said Wailuku.

The property required for said improvement is approximately as follows, to-wit:

Beginning at a 3/4 ft. galv. pipe driven flush with the surface of the ground on the North line of Wells Street, the coordinates of this pipe referred to U. S. C. and G. S. triangulation station "Luke" being 2221-68 feet North and 2332.24 feet West, and running by true azimuths:

- 1) 354 degrees, 15 minutes, 33.39 feet to a 3/4 ft. pipe on the opposite side of Wells Street;  
2) 75 degrees, 31 1/2 minutes, 31.34 feet along the property of Mary Do Rego to a 3/4 ft. pipe;  
3) 66 degrees, 05 minutes, 228.61 feet along the property of Mary Do Rego, Carolina J. Moniz, Mrs. Rodrigues, and W. T. Robinson to a 3/4 ft. pipe;  
4) 81 degrees, 58 minutes, 119.87 feet along a board fence along the Armory Lot to a fence corner and a 3/4 ft. pipe;  
5) 246 degrees, 05 minutes, 346.48 feet along the properties of W. T. Robinson, Mrs. Rodrigues and Carolina J. Moniz, to a 3/4 ft. pipe;  
6) 255 degrees, 31 1/2 minutes, 39.11 feet along the property Mary Do Rego to the point of beginning.

Total Area 0.2444 Acres.

Dated September 12th, 1916.

W. F. KAAE,

County Clerk for the County of Maui,

Territory of Hawaii.

Sept. 15, 22, 29, Oct. 6.

## Go To Honolulu To Fight Freight Rate

Four Maui Men Called As Witnesses Before Utility Commission—Chamber Committee Issues Open Letter Condemning Inter-Island

To carry the fight started at the last meeting of the Chamber of Commerce against the proposed increase of freight rates by the Inter-Island Navigation Company before the Public Utility Commission in Honolulu, four prominent Maui business men left for Honolulu on Wednesday afternoon. They were Harry Penhallow, Jack Walsh, Harold Rice and Dave Fleming, who were called to Honolulu by subpoena for a hearing before the commission which is to be held today.

Before leaving they gave to the press an open letter addressed to the utility commission which was compiled and agreed upon by the special committee appointed by the president of the chamber.

The letter emphasizes every subject of complaint against the company on Maui and advances the conclusion that "because of the fact that the Inter-Island Steam and Navigation Company has a monopoly of the inter-island carrying business it totally disregards the convenience of the public," and in this connection asks that a comparison be made between that company and the Hawaiian Electric.

The letter discusses at some length the proposed new freight rates, freight to way ports and the over-carrying of freight. The letter is given in full below:

At a meeting of a special committee of the Maui Chamber of Commerce appointed to represent the Maui Chamber of Commerce in considering the new tariff of the Inter-Island Steam and Navigation Company and make representations on behalf of that body to your Commission which meeting was held on the 12th day of September, the new tariff and the service given by the Inter-Island Steam and Navigation Company were fully discussed and the committee on behalf of the Maui Chamber of Commerce wishes to make the following representations to your Commission.

#### First: RATES ON CATTLE.

We believe that the raise on the freight on cattle from Kahului in view of the excellent shipping facilities is unwarranted, unreasonable and discriminatory. The freight rate on cattle from Kahului to Honolulu is \$5 per head, to which is added a wharfage charge of 50 cents per head. The cattle are driven on the steamer from the wharf and with practically no loss of time to the steamer. Mr. William Walsh, Superintendent of the Kahului Railroad Company, informs this committee that on one occasion 52 head of cattle were loaded on the steamer Claudine at Kahului within sixty seconds after the time they were driven upon the wharf. This is of course the best time of which record has been kept but Mr. Walsh further informs this committee that the average time for loading fifty head of cattle at Kahului is not more than fifteen minutes, that the loading is done with practically no risk of injury to the cattle.

As a comparison attention is called to the fact that the rate on cattle from Kaupo is \$5 per head, where the cattle must be swum to the small boats, towed to the steamer and hoisted on by the steamer's crew, under which condition the time consumed and labor involved is very much greater.

On account of the excellent facilities at Kahului a special rate prevails on pigs from Kahului to Honolulu and we believe that for the same reason the shippers of cattle from Kahului should be entitled to the same consideration.

#### Second: GENERAL MERCHANDISE

We believe that, considering the service given, the freight rates on general merchandise are exorbitant. There are innumerable complaints as to service. Claims for loss or damage in transit are absolutely ignored and the company and its agents show no willingness to accommodate the shipping public in any particular.

#### Third: FREIGHT TO WAY PORTS

The Inter-Island Steamship Claudine consistently refuses to accept freight from Kahului, for Hana and Kipahulu and Way Ports while accepting such shipments from Honolulu and this action works unjust discrimination against Maui Merchants. As an instance, while this Committee was in session a report came in from Mr. E. C. Mellor at Kipahulu stating that he had just been informed by the officers of the Inter-Island Steamship Claudine that he could expect no freight from Kahului for several weeks. Mr. Mellor has a contract for the erection of a bridge at Kipahulu which contract carries a time limit and in order to avoid serious loss it was necessary for him to charter a special boat to carry material from Kahului to Kipahulu to carry on his work.

#### Fourth: OVER-CARRYING OF FREIGHT

On innumerable occasions freight for Kahului, coming by the Steamship Claudine, arriving at Kahului Tuesday morning is carried on to Hana and Kipahulu and unloaded on the return to Kahului Wednesday afternoon, and on many occasions part of this freight is carried back to Honolulu and again brought back by the Claudine arriving at Kahului Saturday morning. This practice to your committee appears to be totally uncalled for and results in serious inconvenience to consignees.

We believe that because of the fact that the Inter-Island Steam and Navigation Company has a monopoly of

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